

INTELLOFAX 14		CLASSIFICATION SECRET		25X1
Approved For Release 2002/08/08 : CIA-RDP82-00457R011700320003-8				
COUNTRY	Germany (Soviet Zone)	REPORT NO.		
TOPIC	Puetnitz Airfield	25X1A		
EVALUATION	see below	PLACE OBTAINED		
DATE OF CONTENT	6 to 15 March 1952	25X1C	25X1C	
DATE OBTAINED		DATE PREPARED	7 April 1952	
REFERENCES		25X1A		
PAGES	2	ENCLOSURES (NO. & TYPE)		
REMARKS				

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1. On 9 March 1952 Puetnitz airfield was observed from its northern and eastern borders. There was no flying. A building with an antenna fitted with seven dipoles was seen to the southeast and another building having the same type antenna on top was seen to the north. One line of spot lights was observed along the southeastern extension of the runway. The lights were about 50 cm in diameter and mounted on poles, 2 meters high. They were pointed to the runway. Two lines of spot lights crossed the extension of the runway. Farther to the east on the extension of the runway there was a wooden building with a braced mast, 12 to 15 meters high close by. A lead-in extended from the top of the mast into the building. Five to seven unidentified aircraft were parked on the southern border of the field. (1)
2. According to local residents from Saal, the runway of the airfield was too short and, since several jet fighters crashed into the water when taking off, an extension was planned. (2) There were Russian women stationed at the field. A farmer from Langendamm stated that his fields were confiscated for the airfield in the fall of 1951. The field was said to be occupied by jet fighters and also by tanks which were parked in a hangar. A student from Ribnitz reported that the field, previously used by the Boddenwerft, was occupied by jet fighters in October 1951 after being reconditioned. A local resident from Steinort stated that Steinort was to be incorporated in the airfield and that all Germans would have to be evacuated. (3)
3. Between 6 and 15 March 1952 the airfield of Puetnitz was occupied by 23 to 25 jet fighters. On 6 March, there was night flying with jet fighters between 8 and 12 p.m. in clear weather. The aircraft took off at 8:00, 8:05, 8:10, and 8:15 p.m. and landed at 8:30, 8:35, 8:40 and 8:45 p.m. In the morning of 7 March there was formation flying by 10 jet fighters in fair weather and night flying between 8 and 12 p.m. No air activity was observed on 9 March. Flying was practiced by four jet aircraft between 10 a.m. and 4 p.m. on 10 March. Similar practice flights were performed almost every day and also at night between 12 and 15 March. It was observed that the aircraft landed only when green ground signals were given; red flares indicated "no landing".
- Comments.
- (1) Details on the two radar sets, the runway lights and the radio installation, probably the inner landing beacon, were received for the first time.

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- (2) The continuation of construction activities on the runway would explain gravel shipments which, according to another source, were expected at the field. [REDACTED]. It is improbable that the insufficient length of the runway caused MiG-15s to plunge into the water after the take off. The runway is 2,000 meters long and those accidents, if they really occurred, must be attributed to other causes.
 - (3) The information that Steinort is to be incorporated in the field is credible. This measure might have been taken also for security reasons, as the entire area of the airfield can be observed from buildings in Steinort which is located on the northern border of the airfield.
 - (4) The present report confirms the occupation of the airfield by a fighter regiment and the headquarters of a fighter division. The number of MiG-15s stationed there has not been determined. However, since flying in formations up to 15 aircraft was observed, it can be assumed that more than 20 aircraft are stationed at Paetnitz. The arrival of new MiG-15s by rail or by air has not been observed.

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